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ONE SHILLING.

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VICTORIOUS AGAIN: SIR DOUGLAS HAIG PERSONALLY THANKING TROOPS WHO TOOK PART IN THE GREAT OFFENSIVE.

Sir Douglas Haig, it will be remembered, commands a group of armies on the northern part of the Allied offensive, having under him Generals Rawlinson and Déneney. To the former he recently sent the following message: "My warmest congratulations and thanks to yourself, your staff, and all ranks under your command for the magnificent success recently gained by the Fourth Army. The brilliant manner in which the operation

was prepared and successfully carried out with comparatively small losses by the Third Australian and Canadian Corps, in conjunction with the Cavalry Corps, R.A.F., and Tank Corps, pays striking tribute to the skill of the leaders of all ranks and the bravery of the individual soldier." Sir Douglas Haig is here seen personally thanking some of the Canadian troops.

PHOTOGRAPH BY CANADIAN WAR RECORDS.

THE GREAT ADVANCE: BATTLE INCIDENTS AND SCENES OF INTEREST BEHIND THE BRITISH AND FRENCH LINES.

PHOTOGRAPHS—BRITISH AND AMERICAN OFFICIAL, AND BEAUFRE.



DURING THE AUGUST OFFENSIVE: WOUNDED MEN AT A BRITISH AID-POST ON A BATTLEFIELD.



A LESSON IN WAR-GEOGRAPHY: A BRITISH SOLDIER EXPLAINING A MAP OF THE FRONT TO AMERICANS IN TRAINING.



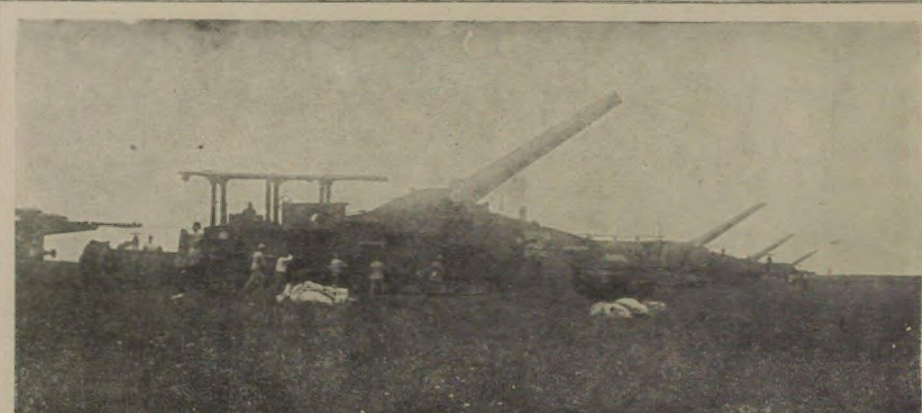
CAPTURED BY THE CANADIANS, WITH 167 GUNS AND OVER 10,000 PRISONERS: A GERMAN CASUALTY CLEARING-STATION.



A CAGEFUL OF CANARIES RESCUED FROM RUINS IN AMIENS: A BRITISH SOLDIER'S DISCOVERY.



PART OF OUR 594 TONS IN A FORTNIGHT: THREE TYPES OF BRITISH AIR-BOMBS.



FRENCH HEAVY ARTILLERY IN ACTION ON THE WESTERN FRONT: A BATTERY OF 320-MM. GUNS IN POSITION.



FRENCH GUNS IN THE WAR OF MOVEMENT: A BATTERY OF 155-MM. HOWITZERS IN ACTION NEAR THE FRONT.



WEARING THE GRAND CROSS OF THE LEGION OF HONOUR: GENERAL PERSHING.



AT CHIPILLY, CAPTURED BY LONDON TROOPS IN THE AUGUST OFFENSIVE: THE IRON BRIDGE OVER THE SOMME BLOWN UP.



MINIATURE FORERUNNERS OF THE TANKS: METAL SHIELDS ON WHEELS FILLED WITH SAND, USED BY FRENCH WIRE-CUTTERS.



THE TANK IN EMBRYO: A FRENCH SOLDIER GIVING A DEMONSTRATION WITH A SHIELD ON WHEELS FOR USE BY INFANTRY.



WITH A PROPELLER FOR CROSS, AND INSCRIBED IN ENGLISH AND GERMAN: THE GRAVE OF VON RICHTHOFEN, THE FAMOUS GERMAN AVIATOR.

In connection with some of these photographs we may recall some of the material results of the great advance on the Western Front as published in official and other reports. Thus, as regards the work of the British air service during the battle, an official communiqué stated on August 24: "During the last fortnight . . . the total weight of bombs dropped by us is 594 tons." Three types of the bombs used are shown in one of the illustrations. Regarding another, showing a German casualty clearing-station captured by the Canadians, a correspondent

writes (on August 20) of the Canadians' share in the victory: "An additional 17 guns have been rounded up, bringing the total to date up to 167. More prisoners have been taken, so that the tally for the corps exceeds 10,000." The French troops under General Mangin captured, between August 17 and August 26, 12,224 prisoners and 256 guns. During the period of the German advance which began in March, Amiens suffered severely. It was estimated that one house in seven had been more or less damaged and one in twenty-seven totally wrecked.



By G. K. CHESTERTON.

THE last speech by Dr. Solf, the German Colonial Secretary, contained a question which some of his enemies may well endeavour to answer more intelligently than he did. The great part of the speech was of the sort that always accompanies a German retreat, as regularly as a rear-guard action. Prussia always preaches ruthlessness when she is winning, and righteousness when she is losing. And in this war, by a sort of brutal simplicity, she actually preaches them both simultaneously—the ruthlessness to the conquered East, and the righteousness to the conquering West. For there was something quite wildly weak about Dr. Solf's apology for the Brest-Litovsk peace. A peace so shameful that the very traitors who betrayed their country into it were forced furiously to denounce it cannot be called a mere quest of method. For the rest, he really seems to reproach us with permitting Russian misgovernment, as if it was the business of people at the other end of the earth to depose a Russian autocrat, when the Prussians, living next door to him, have never done anything but make him more autocratic. Every Prussian intervention in Russian affairs has been reactionary, from the time when Frederick called on three empires to divide Poland, to the time when the present Kaiser called on the late Tsar to avenge the special sanctity of Imperial blood by crushing the independence of Serbia. France and England appealed to the Tsar as leader of the Slav peoples. It was the Kaiser who openly appealed to him simply and solely as a Tsar. But it is hardly worth while to reply to the random firing of the great retreat.

Dr. Solf, however, used one word, and implied one notion, which it may be well to examine. That the aims of the Allies are "imperialistic" continues to recur in every important utterance from the German Empire—where everything is imperialistic not only in aims, but in origin. An Emperor has imperial aims; an Imperial Chancellor presumably has imperial aims. It is hardly the worst word that we have for our present enemies to say of an Emperor that he is an Emperor, or of his Empire that it is an Empire. But, though it is about the best thing we could say of him, it appears to be about the worst that he can say of us. The word is peculiarly inappropriate to the aims of the Entente. It is even especially inappropriate to its most extreme aims. The primary purpose of the Allies is not imperialistic in any sense—not even in a good sense.

Similarly, we may wish to destroy Prussia and Prussianism; but we certainly do not wish to absorb them. We are concerned with something we want to get rid of; not with something that we want to get hold of. We wish to eliminate the evils of the enemy, because they are evil for us and everybody else; but we do not particularly wish to take the goods of the enemy, if only because we do not think that they are good. Nobody desires to carry off all the statues of the Kaiser. Nobody is likely to remove the city of Berlin, stone by stone, and set it up again on Salisbury Plain or on the devastated spaces of Champagne. The

Englishman who captures a spiked helmet generally carries it off to exhibit, but not to wear. And all these are but trivial types of the central truth—that our main intention might be called ruin, but cannot possibly be called robbery. We have no particular hopes of imperialising Germany as Rome imperialised Gaul; of exploiting its resources

matter if it were put in an unfavourable fashion. There might be some sense in saying that our aim is merely violent, or merely vindictive, or merely militarist. If you like, it does not propose to itself any good so positive as that of Imperialism. If you like, it is not positive at all. It is negative; it is destructive; it is nothing, except wholly necessary and wholly just.



THE GERMAN COLONIAL SECRETARY, WHO RECENTLY REPLIED TO MR. BALFOUR'S SPEECH: DR. SOLF.

An effective rejoinder to Dr. Solf's criticisms of Mr. Balfour has been made by Lord Robert Cecil, who described German colonial rule as "brutal and callous," and said that "the British Government has been gathering evidence which will soon be published."

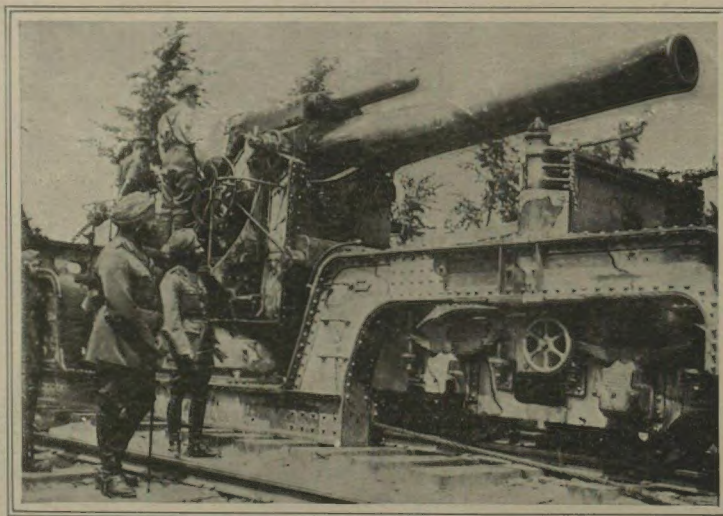
Official Photograph.

either for our own or for the general good. We have in the past occasionally—and, as I think, unfortunately—fought for the gold in a mine or

But, when we speak thus of the positive and the negative, we must beware of a very common form of modern muddle-headedness. Nobody desires the negative or the destructive for its own sake; men desire to set free the positive things which may flourish afterwards. But they may very well believe that the freedom effected by that destruction will certainly enable them to flourish. If you tell a man cutting down a tree that he is "destructive" and not "constructive," you will almost justify the simple wood-cutter in using his axe on the philosopher instead of the tree. For it is not only true that he may reasonably expect to construct something else out of the wood of the tree. It is also true that he may reasonably expect certain other things to grow of themselves, merely because of the removal of the tree. The parable is merely a parenthesis; but it is also, clearly enough, a very true parable of the whole case for the great Alliance—for those who are hewing down the huge upas-tree of Prussianism.

It is, therefore, wholly remote from reality that the German Colonial Minister should try to make the whole matter turn on the retention of the German Colonies. No English representative, fierce or mild, dogmatic or doubtful, has ever felt about that matter, except as an afterthought and a by-product. We are confronted, touching the German Colonies, not so much by the desirability of having them as by the difficulty of returning them. That difficulty is connected with the attitude of the natives, the attitude of the English colonists, and especially the attitude of the German colonists.

But primarily, and in any case, our practical aim is much more to take such things from Germany than to gain such things for England. Our motive is equally extreme; it is more destructive, but it is in no sense imperialist. We think it necessary to clear this poisonous jungle of Prussianised Germanism from the places where it cumbers the earth; but it is really true that the most stupid or cynical of us are thinking more about the growth we cut away than about the land we leave. If Dr. Solf does not understand this he will wholly misunderstand the Englishman, in a way in which it is always a disaster to misunderstand an enemy. The Englishman knows by now that he is engaged in a work compared with which scrambling for colonies is like scrambling for halfpence. Picturesque as his adventures have been on the edges of things and



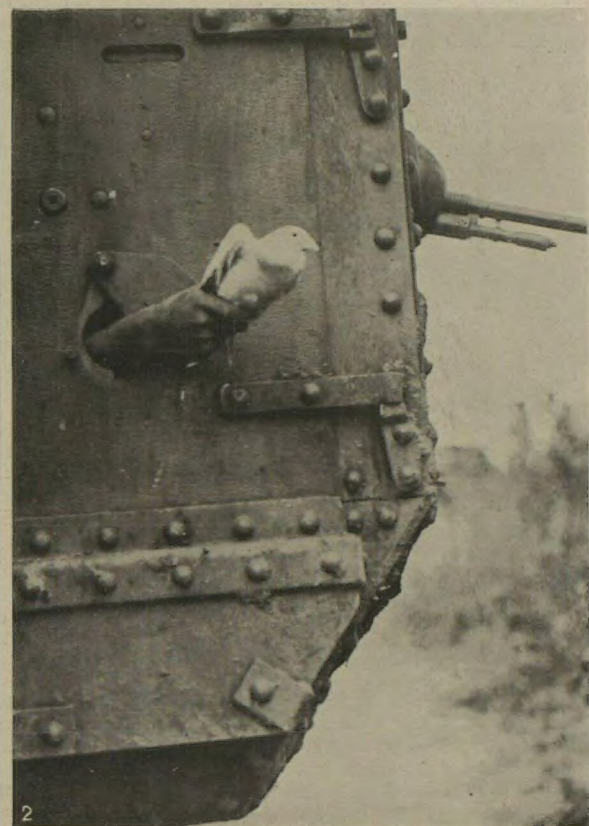
A FAMOUS INDIAN PRINCE VISITING THE BRITISH FRONT IN FRANCE: THE MAHARAJA OF PATIALA INSPECTING A BIG GUN.—[Official Photograph.]

the opium passing through a port. But we certainly are not fighting for the timber of the Black Forest, or for the grapes in the vineyards of the Rhine. That is not even our selfish object, putting aside our unselfish objects. The distinction is so demonstrably sound that it would not even

at the ends of the earth, he knows he is now in the centre of things, in the court of the judgment of the earth—not outwitting a rival trader, but trying a notorious pirate. What happens to the property of the pirate is really a secondary matter. We are interested in what happens to the pirate.

CURIOSITIES OF WAR: HUMOUR; A NOAH TOUCH; CAMOUFLAGE.

BRITISH OFFICIAL PHOTOGRAPHS.



1. MEMORIES OF PEACE-DAYS' EPSOM IN ITALY! "TATTENHAM CORNER." | 2. SENDING FORTH THE "DOVE": RELEASING A TANK'S MESSENGER-PIGEON.
3. UNDER A SUNLIT CAMOUFLAGE SCREEN: A LIGHT-AND-SHADE EFFECT AS THE MAHARAJA OF PATIALA INSPECTED BIG SHELLS.

The first photograph illustrates a typical instance of the British soldier's humour in choosing place-names—in this case, in Italy. In the second, taken on the British front in France, a messenger-pigeon is seen being released from one of our Tanks, which employ the birds for keeping in touch with the infantry. A comparison with Noah is irresistible. In the lower photograph the Maharajah of Patiala is shown, with a group of officers, examining a store of gun ammunition on the British Western Front. The shells are concealed by a camouflage-screen, and the sunlight pouring through it has produced a curious effect on the uniforms of the party.

GERMAN PRISONERS AS LAND WORKERS.

By S. L. BENSUSAN.

THE War Office's demand for thousands of additional men from the land has forced farmers and others who are seeking to be of service to them to examine closely the remaining sources of supply. Women, girls, and boys are lending what aid they can; and much more would be achieved if the Agricultural Prison Camps could be extended and developed throughout the country. There is a certain prejudice against them. In the first place, farmers have ill-founded doubts about the capacity of the prisoners; farm-hands do not always work with them gladly; and the citizens of country towns are often exercised in their minds by the sight of groups of prisoners going to and from their work unguarded. They also resent military authority, and believe that the Commandants ought to be controlled by the local police!

I have employed German prisoners of war now for more than a year, on and off; and the results have been quite satisfactory. They come in groups of two, three, half-a-dozen, as required, being driven to and from their work if it lies more than three miles from the camp. The hour of arrival is about eight o'clock (Government time), and they stay ten hours, with one hour for dinner (not charged for), and an extra half-hour at the

farmer's expense. The cost of their labour is fivepence per hour, of which one penny goes to the prisoner, and, though this may appear to compare too favourably with the farm-hands' sevenpence, it must be remembered that they lack the farm-hands' knowledge of English agricultural conditions. It is permitted to supplement their ration, and one may say quite safely that nine men out of ten respond to kind treatment and do their best.

Some of those I have employed were farmers in Germany before the war, and bring to their work a clear understanding and a considerable measure of skill. Much depends upon the Commandant. Where a man has been appointed without inquiry as to his agricultural knowledge, it is not possible that the machinery of the camp should work effectively; but where, as at Kenninghall in Norfolk, Dunmow in Essex, and other places, the Commandants happen to be landowners or farmers, the whole district affected by their operations has benefited largely.

The special advantage of the Agricultural Prison Camps is that they supply men who can do the heavy work that lies a little outside the

effective radius of untrained women and boys. Heavy land ploughing, bush-draining, scything, loading, pitching, some forms of digging, river cleaning, and other jobs of like kind demand the well-knit frame, the tempered muscles, and a large measure of practice. The Commandant who understands farming knows whom to send. German prisoners as a class are obedient, industrious, and show no inclination to escape; they know when and where they are well off.

Perhaps it must be admitted that some of them work with ulterior motives. A friend of mine who understands German perfectly heard a conversation between two of them. One had just finished a hard piece of digging in first-class fashion. "You have done that very well," said his friend. "That is so," remarked the tired worker. "I think we all ought to do so. When we occupy this country our Government will expect to find that we have brought it into the best order possible. We shall want all the food it can grow." After all, the motive does not matter under the circumstances; the truth remains that German prisoners have done much for agriculture in England, and are capable of doing much more.

OUR IGNORANCE OF FRENCH.

By E. B. OSBORN.

SHOULD classics or science or modern languages be the prop and stay of a liberal education? Nothing in the world would persuade me to take part in the three-cornered duel among educational experts which has been provoked by that question. But I am not afraid of saying that a real knowledge of French is now indispensable to us, as individuals and as a nation, and that what passes for it at the present moment is a degree or two worse than absolute ignorance. Whatever be the changes and chances of world-politics after the war, this at least is certain—we can never again think of the French people as other than our nearest and dearest friends beyond the narrow seas. The dust of so many myriads of French and English soldiers has been mingled together in the vast battlefield of the Western Front—in the *Via Sacra* of Douglas Gillespie's wonderful letter to his old school—that the mutual sympathy and confidence which now unite us can never fade away into a cold and calculating indifference.

The Entente is the two-handed Crusader's sword which will yet hew Germany in pieces before the Lord. For generations to come it will be the mightiest safeguard of the world's peace. But the greatness of France, so gloriously revealed in our

armed alliance, is even more majestic in the world of ideas—and there we shall lose half the benefits of our battle-welded intimacy if we do not take pains to acquire an accurate understanding of the French language. To speak it well is, perhaps, beyond our unskilful tongues—but we can at any rate learn to read it aright.

As things are, the grossest errors in French translation are constantly recurring in English books and journals. It seems hopeless to think of extirpating such blunders as *morale* for *moral*, *Bosche* for *Boche*, *nom de plume* for *pseudonyme*, *double entendre*, "the *tout ensemble*," etc. These howlers, however, which seem to be a vetted interest of Stratford-atte-Bowe journalism, are comparatively innocuous. Other inaccuracies, by no means infrequent even in the cultured Press, have much more dangerous consequences. For example, the popular notion that *revanche* means revenge in the vindictive sense—a misconception I have heard turned to account by a defeatist M.P. who said, in conversation, that we ought not to go on fighting the poor Germans merely to gratify France's unholy lust for vengeance! Even as used in Paul Déroulède's famous lines, which have the look of a prophecy to-day—

Et la revanche doit venir, lente peut-être,

Mais en tout cas fatale, et terrible à coup sûr—the word has not the dark, transpontine colouring imputed to it; all it holds in it is the idea of a return match, or getting one's own back, which would show that the disasters of 1870-71 were due to misfortune, not a real inferiority. As for the mistranslations of French official and military communications since the war began, they have been past counting, though in no single case, fortunately, have they had any harmful result. And the renderings of observations by French military experts (the best in that business—far better than ours!) are often so clumsy as to be meaningless, the translators being absurdly ignorant of French military terms.

It is in the translations of French literature, however, that our ignorance of French is most lavishly and scandalously displayed. British publishers ought to be ashamed of the slipshod, tasteless parodies of famous French books they foist on an indolent and injudicious public. But these wretched things, and all the popular errors enumerated, would vanish if only we took pains to learn French so that the Entente might become an intellectual thing.

ACCELERATED RECRUITING IN INDIA.

By ST. NIHAL SINGH.

VIGOROUS measures are now being taken in India to develop India's military resources. More than thrice as many men are being enlisted in a month than used to join the colours in a year in pre-war days. During the present year the military authorities are endeavouring to raise a new army of 500,000. The progress made during the last six months justifies the hope that that programme will be greatly exceeded. Unlike the practice in this country and in the Dominions, men recruited for Army service and other auxiliary corps are classed separately in India; and when due allowance has been made for that fact, India's effort in men during the year may come up to or even surpass that which she made during the first three years of the war. At any rate, every Indian interested in the Empire's cause hopes and prays that, before the fifth year of the war is over, India will have sent on foreign service more than 2,000,000 of her sons to make the world safe for democracy.

The accelerated effort in raising men began with the breakdown of Russia and the consequent collapse of Roumania, and the opening wide of the gate that shut off Central Europe from Middle Asia. There was never greater menace offered to

India's North-West frontier and the regions surrounding it than there is to-day. The treaty of Brest-Litovsk has given the enemy the choice of several roads through the Middle East—and these roads give him advantages superior to those offered by the Bagdad Railway. All along these highways lie vast resources in food and man-power, on which the German Staff has for years been casting greedy eyes.

India is the one unit of the Empire which has it in her power to meet the new menace. Having calculations upon the last census, she has something like 75,000,000 men of military age (eighteen to fifty-one). So far, only 1,200,000 of them have, according to a recent official statement, been drawn upon. There is, as a consequence, no lack of men to overcome the peril. Nor is there any difficulty in finding leaders for men. Numerous Indian Army officers have proved their capacity as leaders; and thousands of promising young men, many of them with British educational qualifications, can readily be trained as commissioned officers. India not only has vast man-power, but she has the will to use it.

The Imperial authorities have therefore done well to ask India to prepare her forces to meet the

German menace sweeping Eastwards. The call sent from this country at the beginning of this year in the name of the King-Emperor and the Prime Minister went straight to the hearts of Indians, and they are doing everything in their power to co-operate with the authorities in their effort to develop Indian man-power. Committees and sub-committees have been established in various parts of India to bring the war situation home to Indians by means of cinematograph shows, picture papers, ordinary newspapers, pamphlets, and lectures. Influential Indians of all races and creeds are also doing a great deal of individual work to stimulate recruiting.

In constituting these committees to work hand in hand with the Central Man-Power and Publicity Boards, widening the area of recruitment, and removing the bar that excluded Indians from the commissioned rank, the authorities have shown a remarkable appreciation of the situation and a determination to rise to the occasion. The new policies that have been inaugurated, if followed to their logical sequence, will appeal to the Indian imagination and stimulate Indian pride in a manner that will ensure the success of any recruiting programme, no matter how great it may be.

THE GREAT ADVANCE: ARTILLERY: INFANTRY: AND GERMAN PRISONERS.

CANADIAN WAR RECORDS.



WHILE THE ENEMY WERE BEING ATTACKED BY CANADIAN INFANTRY 1000 YARDS AWAY:
GETTING 60-POUNDERS INTO ACTION.



AS THE CANADIAN INFANTRY ADVANCED ALONG THE ROAD: 60-POUNDERS IN ACTION
WITHIN 1000 YARDS OF THE ENEMY.



WITH DUG-IN FRENCH TROOPS IN THE FOREGROUND: CANADIANS MOVING AGAINST THE ENEMY
DURING THE GREAT ADVANCE.



A SMALL SAMPLE OF THE THOUSANDS CAPTURED BY THE BRITISH AND FRENCH FORCES
DURING THE ADVANCE: GERMAN PRISONERS.

"Field-Marshal von Hindenburg has owned up, for the first time since he has been responsible for German strategy, that he has had a serious 'set-back' on the Western Front," the "Observer" reminds us; "but he consoled the officers and men of the 3rd Regiment of Prussian Guards . . . by saying that the Allies had shot their bolt, and were beginning to show 'weariness of further effort.' . . . Marshal Foch is certainly

giving no indication of war-weariness. What he did so successfully in the limited operations of July 18 and August 8, when General Pétain and Field-Marshal Haig respectively wiped out the Marne and Amiens salient, he is now doing with wider intention in order to get rid of the great strategical salient which has existed ever since September 1914, the base of which is a line drawn from Arras to Rheims."

THE GREAT ADVANCE: MEN, MUNITIONS, AND MATERIAL

PHOTOGRAPHS BY CANADIAN WAR

CAPTURED BY BRITISH TROOPS ON THE WESTERN FRONT.

RECORDS AND BRITISH OFFICIAL.



PROOF OF THE RAPIDITY OF THE ENEMY'S RETREAT: A LARGE GUN AND AMMUNITION CAPTURED BY A CANADIAN SCOTTISH BATTALION.



CAUGHT BY ONE OF OUR SHELLS AN ENEMY



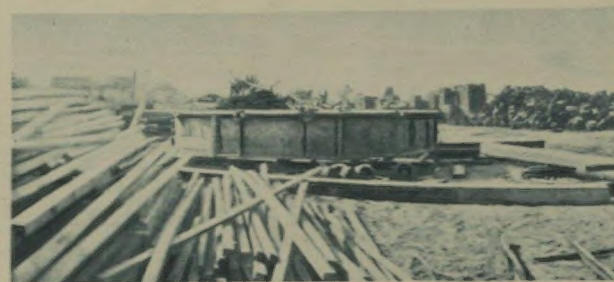
DURING THE GERMAN RETREAT: GUN.



"WE ARE GETTING INTO THE ENEMY ARTILLERY, AND ESPECIALLY THE HEAVIER GUNS": ONE OF THE NUMEROUS BIG GUNS TAKEN.



CONTAINING MUCH MATERIAL: THE ENTRANCE TO A CAPTURED GERMAN ENGINEERS' PARK.



AFTER ITS CAPTURE BY THE CANADIANS: ENGINEERS'



A SECTION OF A LARGE GERMAN PARK.



A WEAPON OF CONSIDERABLE INTEREST: A CAPTURED HIGH-VELOCITY GUN.



ONE OF MANY TOO NUMEROUS TO BE COUNTED AT THE MOMENT: A CAPTURED MACHINE-GUN.



CAPTURED BEFORE THE GERMANS COULD MOVE IT: A STORE ENEMY TO BE FORWARDED TO



OF METAL ORNAMENTS, AND WHAT NOT—COLLECTED BY THE THEIR MUNITION-FACORIES.



AFTER THE GERMANS HAD RETREATED: TOMMIES EXAMINING AN ENEMY MACHINE-GUN.

Dating his despatch August 25, one of the official war-correspondents at the Front wrote: "Our captures in prisoners and guns must be very large, but the roughest estimate would be absurd. One can say that up to yesterday the Army of General Rawlinson alone had taken 30,000 prisoners since August 8, and that one corps of General Byng's Army has taken some 4000 in the last two days, and another 1500 in the twenty-four hours ending at noon to-day. But wherever one goes upon the Front one meets the prisoners streaming down. . . . Nor can I give any more accurate guess at the guns we have taken than can I at the men. In the first operations our advance was nowhere, nor was it meant to be, deep enough to

have got well among the German guns, which, as I have told before, had been pulled back. But now that the enormous success of those first operations has led in due course to a further advance, we are getting into the enemy artillery, and especially the heavier guns, which could not be so easily withdrawn. . . . As for machine-guns and miscellaneous plunder, that is quite beyond computation at the moment." In his morning despatch of August 24, Sir Douglas Haig said: "In the three days' fighting, since the morning of August 21, our troops on the battle-front have captured over 14,000 prisoners and a number of guns." On the following day he reported over 17,000 taken since that date.

THE ADVANCING FRENCH, AS SEEN FROM A LOW-FLYING AEROPLANE: IN INDIVIDUAL "TRENCHES"; AND MOVING.



PHOTOGRAPHED FROM THE AIR: GROUPS OF INFANTRY ADVANCING THROUGH HARVEST FIELDS, WHERE REAPING HAS BEGUN.



SECTIONS OF INFANTRY ADVANCING IN AN OPEN PLAIN: AN AERIAL PHOTOGRAPH TAKEN FROM A MODERATE HEIGHT.



WITH A GERMAN AMMUNITION-WAGON DESTROYED BY A SHELL: FIRST-LINE FRENCH TROOPS IN A ROADSIDE DITCH BEFORE FÈRE-EN-TARDENOIS.



SOME RESTING; OTHERS STILL DIGGING; OTHERS WAVING THEIR SIGNALLING PANELS TO THE AVIATOR: A REMARKABLE PHOTOGRAPH



(TAKEN FROM A LOW-FLYING AEROPLANE) OF FRENCH TROOPS DUG-IN IN INDIVIDUAL "TRENCHES" DURING AN ADVANCE.

The development of aerial photography has been one of the wonders of the war. Many examples of it have been published, but hitherto they have usually been photographs taken at a considerable height. Lately, however, there has been a great increase of flying at low altitudes, mainly for the purpose of attacking enemy troops with machine-gun fire. This new use of the aerial arm has been naturally accompanied by the taking of photographs from lower altitudes than was customary before. A remarkable instance is to be found in the

large illustration above, which shows clearly what is meant by infantry "digging-in" when advancing over open ground where there are no trenches. On such occasions each man digs his own shelter, or two individuals, as the French call it, with his entrenching tool. Of the men shown in the photograph, some, it will be noted, have already finished their task and are resting in the cavities they have dug, while others are still at work, and others, again, are waving to the aviator with their *panneaux de signalisation*.

THE WORLD OF FLIGHT

THE GIANT ZEPPELIN AEROPLANE.

By C. G. GREY,

Editor of "The Aeroplane."

MUCH has appeared in print of late concerning the German "Riesenflugzeugen," or "Giant Flying Machines," and sundry photographs have been published of the wreckage of one which was brought down near Paris and burnt by its crew. Yet hitherto nothing authentic has been made known concerning the origin of the machines nor their chief characteristics. The more credit is due, therefore, to my friend M. Jean Lagorgette, a well-known French technical writer on aeronautics, who has, with infinite patience and great skill, investigated and studied the wreckage of the captured machine, and has produced, as the result, accurate scale drawings, such as would enable any aeroplane-maker to build a similar aeroplane if he desired to do so. It is, however, not in the least likely that anyone will wish to do so, for, as the result of his studies, M. Lagorgette arrives at the conclusion that the giant, like most other giants, is a poor enough production, and is not better in any way than several other aeroplanes, having nothing special about it except—as he graphically says—its "enormity."

Perhaps the most exciting thing about it is its origin, for fairly conclusive evidence points to its being an authentic Zeppelin aeroplane. Hitherto,

However, that is of purely technical interest, and the fact is only mentioned here because it is important evidence as to the giant's parentage.

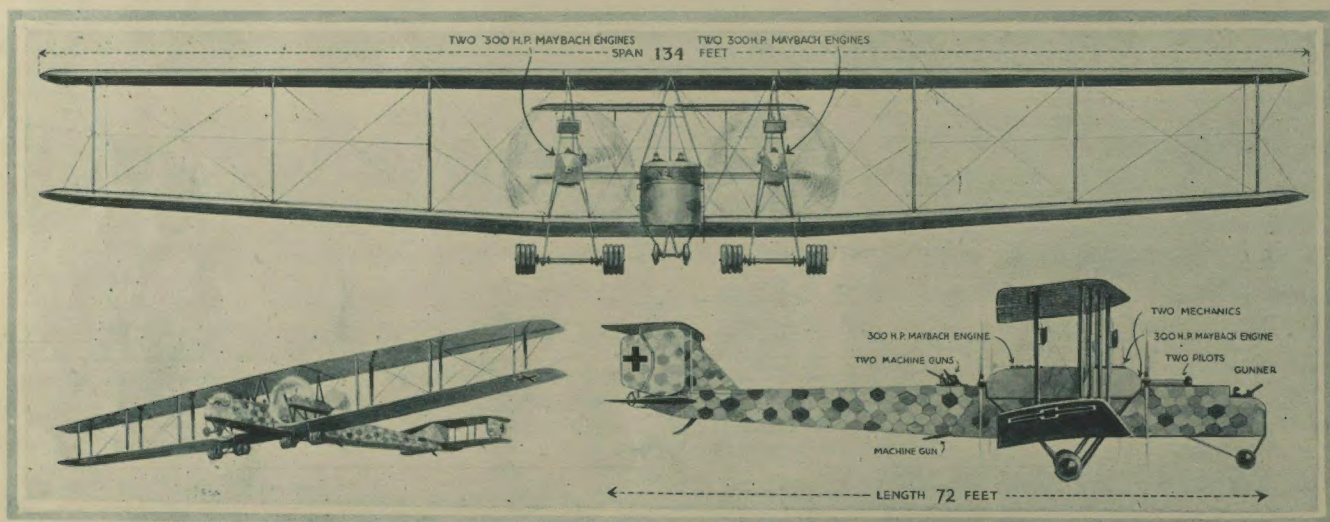
Nearly all the minor fittings, methods of fixing parts, the general way in which the work is done, and the general turn-out of the machine are distinctly of Albatros origin. Hence it appears as if the Albatros Works, who have been trying without much success for two or three years to make a giant aeroplane, and have killed two or three of their best pilots in the effort—notably Hans Vollmöller—have been turned on by the German authorities to make a version of their machines which has been modified and made moderately successful with the help of Zeppelin engineers.

There is, of course, also the possibility that the machine may be really an Albatros, modified and built by the Zeppelin firm at their airship works at Friedrichshafen, on Lake Constance, or even more probably at their Potsdam works.

However, as regards the Giant, it is fairly clear that, in one way or another, it is a genuine Zeppelin aeroplane. And, as M. Lagorgette sagely remarks,

The machine itself is a huge biplane, measuring 41 metres from tip to tip of the wings, or a matter of about 135 feet. Even this is not so very much bigger than some of the Allies' machines. The length of the brute is 22 metres, or about 72 feet—which is long, but nothing very astonishing. Its greatest height above the ground is about 21 feet, so that it takes a fairly big shed to hold it, especially as it does not fold its wings.

The seating arrangement provides for a crew of eight or nine men. Right in the very nose of the machine is a seat for a single gunner-observer, who is apparently the bomb-dropper also. If the machine hits anything in landing, he receives the first brunt of the shock. Immediately behind him, and on a higher level, are seats for two pilots, side by side, all their control gear being duplicated. Behind them, again, is a wireless operator; and behind him is a compartment for two mechanics, who would appear to be kept fairly busy looking after four big engines, watching all their indicators and gauges, and nursing them during a long voyage. Behind them are the petrol-tanks, a number of fairly small tanks being used instead of one big one. And behind them again is the main gun-turret,



GERMANY'S GIANT "ZEPPELIN" AEROPLANE: RECONSTRUCTIONS.

Specially Drawn for "The Illustrated London News." Copyrighted in the United States and Canada.

both French and British papers have called these giants the "Lizenz" type "Riesenflugzeugen." The word "lizenz" means nothing more nor less than "license," and merely implies that something or other about the machine has been patented, and that the aeroplane is therefore made under license to the patentee. As M. Lagorgette scornfully remarks, to call it "the Lizenz aeroplane" is as if one should say that an aeroplane had been built by "Mr. Patent," or as if one wrote of railway carriages constructed by the well-known firm of "Smoking."

Pursuing his studies of the machine, M. Lagorgette was struck by the vast amount of aluminium alloy, of the kind commonly known as "duralumin," which is used in certain parts of the construction. This particular alloy, and several of the methods and shapes in which it is used in the aeroplane, suggested that if these parts did not actually come out of the Zeppelin factory, they were at any rate of Zeppelin design or produced under Zeppelin influence. These ideas were further confirmed by the system employed in bracing the wings and body with wire cables looped round the wing-spars and the longitudinal members of the body in a peculiar way, which has hitherto only been employed on Zeppelin airships. It is a thoroughly bad method of bracing aeroplanes, but it has certain technical advantages for airship bracing.

there could be no better way for the Zeppelin firm to announce thus formally that, considered as a war machine, the big balloon's day is done. At any rate, under the circumstances which surround the operations of German airships, he is right—though, as one has already pointed out in these articles, British and French airships work under better conditions, thanks to the Allies holding the command of the sea. It is certain, moreover, that the Germans are reducing their output of airships, even for their navy, so it is natural that some of the Zeppelin workshops should be turned on to making aeroplanes or aeroplane parts. And, that being so, they would naturally make "Kolossal" aeroplanes.

Now as to the characteristics of the Zeppelin aeroplane. There is, as M. Lagorgette says, nothing novel about it. It has four engines, as already made known. These engines are Maybachs of the type used in Zeppelin airships, but improved so that they give 300-h.p. each, instead of 240-h.p. as formerly. They are arranged in pairs tandem-wise, so that on each side there is one engine driving a tractor air-screw in front of the wings and one driving a propeller air-screw behind the wings. Even this is not an original idea, for it has been tried long enough ago on both French and British aeroplanes.

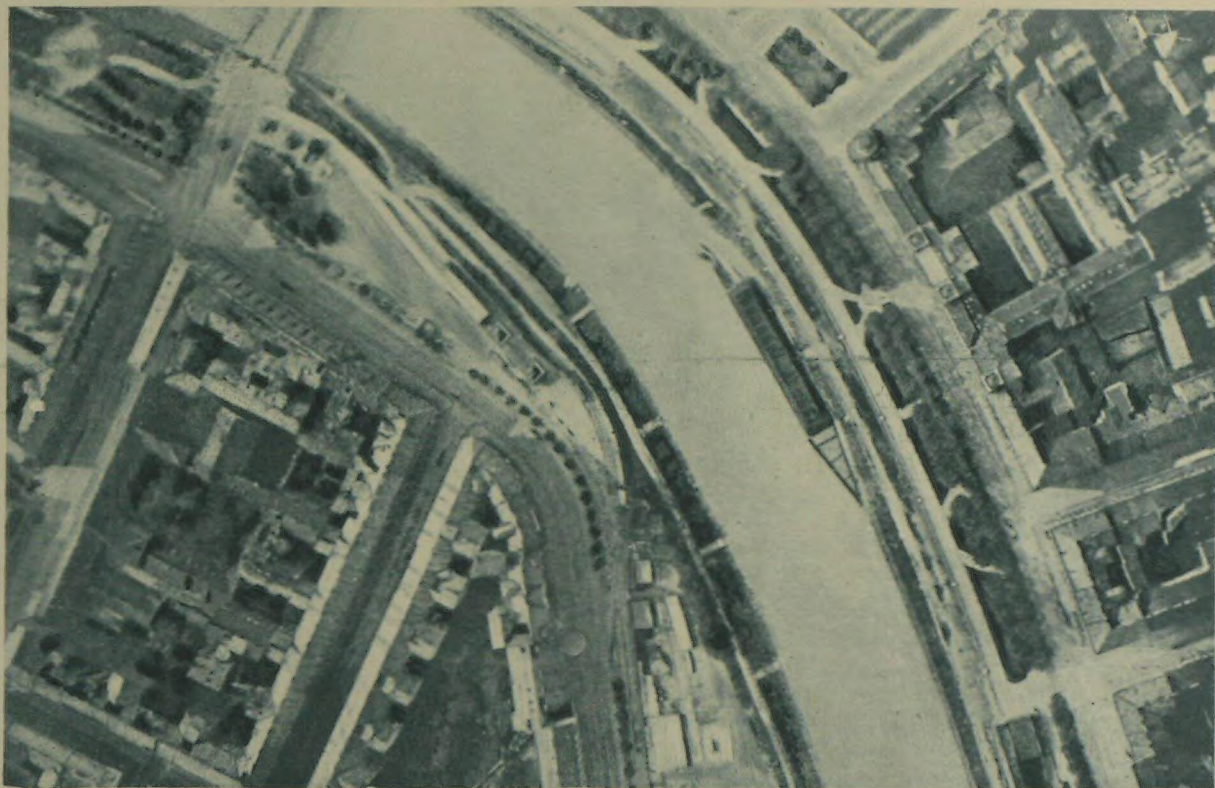
The captured machine had fixed mountings for two guns, which could fire vertically down over the sides. It was also possible to mount one or two other guns on the rail round the turret; and yet another could be used through the floor of a little cabin behind the turret. Anything between two and four gunners could operate in this turret. A passage-way connects all the passenger compartments.

The bomb-racks only seem to provide for two huge bombs, each of 1000 kilogrammes, or practically a ton weight each. Very nasty things if they get anywhere near their mark, but very difficult to place near it. The machine appears to have—by calculation—a speed of only seventy or seventy-five miles an hour, which is dreadfully slow in these days; and it seems that it must be very clumsy to fly. In fact, the whole front part, including the pilots' and observer's compartments, is made detachable, as if it was customary to smash it and renew it frequently.

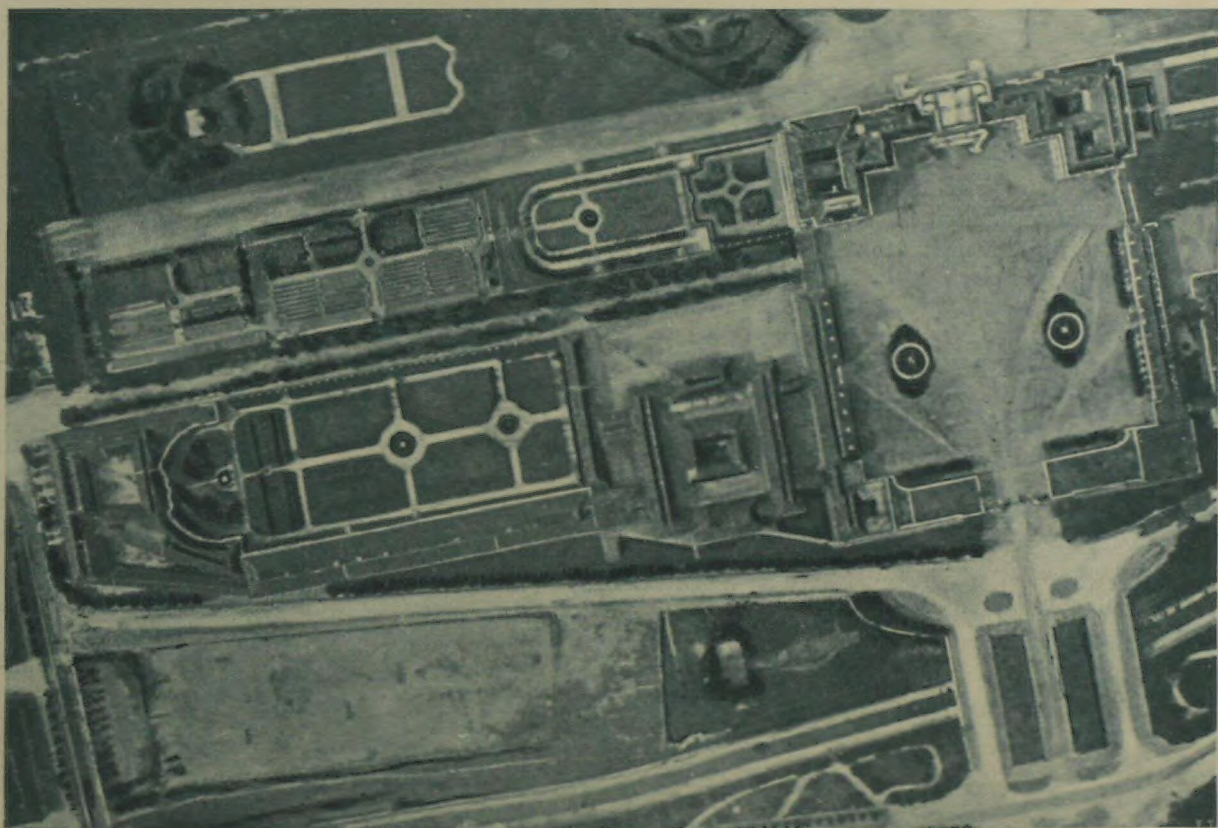
Altogether, the thing strikes one, as it seems to have struck M. Lagorgette, as very much of a "bogey." It will have to be very much improved if it is to be used as a weapon of war. And by the time it is so improved the Allies will have something very much better, not only as counter-bombers, but as destroyers.

VIENNA DURING THE RAID: PHOTOGRAPHS BY D'ANNUNZIO'S SQUADRON.

PHOTOGRAPHS SUPPLIED BY THE PHOTOGRAPHIC SECTION OF THE ITALIAN AIR SERVICE.



TAKEN FROM ONE OF THE EIGHT ITALIAN AEROPLANES COMMANDED BY MAJOR GABRIELE D'ANNUNZIO: THE DANUBE CANAL AND THE MARIA TERESA BRIDGE, VIENNA.



THE IMPERIAL PALACE AT VIENNA PHOTOGRAPHED FROM AN ITALIAN AEROPLANE DURING THE LEAFLET-DROPPING RAID: A CORNER OF THE SCHÖNBRUNN.

On a double-page in this number, we give a photograph showing leaflets actually falling on Vienna from Major d'Annunzio's machines during his famous raid. Last week we gave copies of the leaflets that were dropped. The above two photographs were also taken during this audacious flight. An official Italian communiqué of August 9, describing it, said: "To-day a patrol of 8 aeroplanes (a biplane and 7 monoplanes) commanded by Major d'Annunzio, made a brilliant raid on Vienna. The squadron covered a distance of

about 620 miles, 500 miles over enemy territory. Our machines left at 5.50 a.m., and, in spite of no small atmospheric difficulties, reached Vienna at 9.20. They flew over the city at an altitude of less than 800 metres (2600 ft.), dropping several thousands of leaflets. The crowds in the streets could be clearly seen." One of the leaflets pointed out that the aviators might equally well have dropped bombs. Major d'Annunzio has since carried out a successful bomb-dropping raid on the arsenal at Pola.



"DRIFTING DOWN IN WHITE SHOWERS": LEAFLETS (INSTEAD OF BOMBS) FROM D'ANNUNZIO'S AEROPLANE SQUADRON DROPPING ON VIENNA—AN AIR PHOTOGRAPH.

This photograph was taken from one of Major Gabriele d'Annunzio's aeroplanes during the famous leaflet-dropping raid on Vienna. Describing the flight afterwards, he said: "Leaving our manifestoes drifting down in white showers behind us, we turned for Italy." In the photograph the leaflets can be seen descending on to the central quarter of the city, including the Ministry of War, the Graben, and the churches of St. Stephen and St. Peter. Other streets can be identified by means of the inset plan. Photographs of copies of the leaflets were given in our last issue, with photographs of d'Annunzio's landing.

PHOTOGRAPH SUPPLIED BY THE PHOTOGRAPHIC STUDIOS OF THE ITALIAN AIR SERVICE.

BY LAND AND SEA: INCIDENTS OF THE WORLD WAR

PHOTOGRAPHS—BRITISH AND FRENCH OFFICIAL.



FRENCH LIGHT TANKS GOING INTO ACTION: CHARS D'ASSAUT IN LINE ON THE WESTERN FRONT.



THE UNITED STATES ARMY IN FRANCE: AMERICAN SOLDIERS GOING INTO BATTLE IN OPEN ORDER.



WHERE A BRITISH FORCE FROM BAGHDAD RECENTLY LANDED: BAKU—PART OF THE GREAT OIL-FIELDS.



THE NAVY OFF THE BELGIAN COAST: A BRITISH WAR-SHIP (LISTED TO INCREASE THE RANGE) SHELLING WESTENDE.



WITH THE STARS AND STRIPES INDICATING THE PRESENCE OF AMERICAN SAILORS: A GRAND FLEET BOXING MATCH, SEEN FROM A MAST-HEAD.



THE BRITISH CAMPAIGN IN MESOPOTAMIA: INDIAN THE STREETS

IN FRANCE, BELGIUM, PALESTINE, BAKU, AND BAGHDAD.

ILLUSTRATIONS—BUREAU, AND C.N.



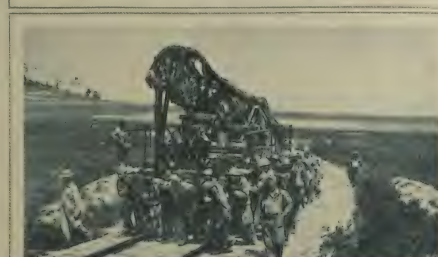
AMERICAN TROOPS PREPARING A POSITION IN A FRENCH CORNFIELD: MEN DIGGING TRENCHES.



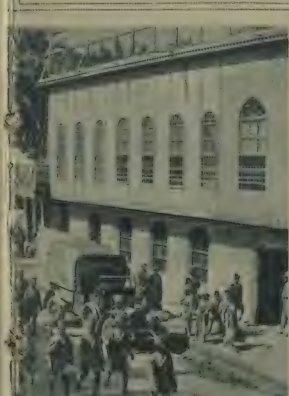
IN DUG-OUTS TO LOCALISE SHELL-FIRE: TRANSPORT MULES AND NATIVE DRIVERS ON THE PALESTINE FRONT.



RIFLE-FIRE AT SEA: A MARINE DETACHMENT ON BOARD A MONITOR SINKING A MINE OFF THE BELGIAN COAST.



ON A RAILWAY CONSTRUCTED BY AMERICANS ON THE MARNE FRONT: MAN-HAULING A CAMOUFLAGED GUN.



TROOPS ESCORTING TURKISH PRISONERS THROUGH THE STREETS OF BAGHDAD.



THE FIRST FRENCH AERIAL POSTAL SERVICE, FROM LE BOURGET TO ST. NAZAIRE: AN AEROPLANE, WITH A FLAG INSCRIBED "SERVICE POSTAL," READY TO START.

These photographs, taken at such widely distant places, recall the world-wide character of the war. One of its most interesting new developments was the recently announced British landing at Baku, on the Caspian. A British force made an adventurous march from Baghdad across Persia, to Enzeli on the southern shore of the Caspian, and went thence to Baku by sea. That town, it was stated, is being held against the Turks, who are 10,000 strong, by a force of about 8,000, including Armenians (some of them Bolsheviks) and the British contingent. The Paris "Liberte," commenting on the event, said: "Baku and its petroleum wells was one of the objectives of the Germans, who had counted

on appropriating these tremendous riches. Our Allies have arrived ahead of them, and will keep guard over the region until its return either to a regenerated Russia or to an independent Caucasian State." Another interesting event was the inauguration the other day of a postal service by air—the first in France—between Le Bourget aerodrome, near Paris, and St. Nazaire, a distance of 250 miles. A regular daily service is to be established; and before long, one may be started from Paris to Nice, and possibly Rome. The aviators are pilots incapacitated for further war service.

SCIENCE JOTTINGS



JOZZING AT BURGERS THE PASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (18th CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING THE DIFFERENCE BETWEEN A CATHEDRAL AND A CHURCH (13th CENTURY).

A NEW FOOD-STUFF.

THE Cockney who thinks that cattle and sheep can be satisfactorily fed by turning them out to grass may be surprised to hear that the shortage of fodder is one of the most serious problems of this very serious time. Save for a very short part of our fleeting summer, a cow will not give a profitable yield of milk without something better than the food she can pick up for herself; while, as for beef and mutton, it is impossible to fatten either oxen or sheep to the standard formerly enjoyed by us without a considerable quantity of "cake." Yet cake is made exclusively of linseed, cotton-seed, sesame, colza, or coconut, none of which (with the scanty exception of linseed) is grown at present within these islands, and they are very bulky to convey by water and rail. Hence the pressure on our shipping is already severe, and may be expected to become much more so when the peace now not so far off as it has lately seemed is a fact, and all the European nations are tumbling over each other to get food to restore their much depleted flocks and herds to their former level. It follows that whoever can discover a new food for cattle which can be grown here at no very great expense will be a benefactor to his species, and will do much to bring down the price of meat, which has risen, is rising, and otherwise will rise further.

The French, as usual, are our leaders in this, as in most of the arts of war and peace alike. The *Arachide*, or *pistache de terre*—known, I think, in Africa as the groundnut—has long been used in France, nearly half-a-million tons being brought into Marseilles every year, chiefly from France's African colony of Senegal, although a respectable quantity is now imported from Indo-China, and a little from Java. It is in appearance a bean, growing in pods—which in the Jayanese variety are ranged round the stalk, thereby making the gathering of them more easy—and yields a greater quantity of oil or fatty matter than perhaps any vegetable other than the olive. When deprived of their husk, the seeds are easily made into a cake which contains, according to a report by MM.

Heim, Dechambre, and Lepoutre in the *Bulletin de l'Office Colonial* for last year, 13 per cent. of water, 6 to 8 per cent. of fatty matter, and 4 to 6 per cent. of mineral substances, including therein 1 per cent. of phosphoric acid. The remainder is made up chiefly of digestible albuminoids, of which it gives nearly 50 per cent., as against the 40 of cotton-cake, the 35 of sesame, the 30 of linseed, the 25 of colza, and the 16 of "copra," or dried

pounds—of cake per day are said, on the authority before quoted, to keep a milch-cow in first-rate condition; while it can also be fed to horses, who will eat it greedily when merely broken up into small pieces without any soaking, one kilo being taken as the equivalent of 1350 grammes of oats. The result of its stable use on any large scale would therefore be to set free a corresponding quantity of oats, which could be used for human consumption—a consideration which may be of great importance in time coming. Its use as a source of salad-oil has been before mentioned.

There remains to be said that there is no reason yet perceptible why this "Arachis" should not be acclimatised here, like the potato and many other tropical vegetables, including the wheat-plant itself. It demands for its culture a light and sandy soil, and has been found to do excellently on the Landes of Bordeaux, of which we have many parallels in these islands. Its cultivation does not demand any particular care; while it is free from the offensive smell which makes a field of drying flax so unpleasant a neighbour. Whether it exhausts the soil to the extent that flax was formerly supposed to do has yet to be ascertained; but, as its great feature from the agricultural point of view is that it can be grown on wastes and commons that would otherwise be unproductive, this is not of much consequence. It seems, therefore, that it is in every way suited to these latitudes, and the many new officials of the Board of Agriculture might do worse than look into the propriety of its cultivation, at any rate as an experiment. Of its

by-products nothing has yet been said; but it may well be that these will turn out, as in other cases, to be nearly as valuable as the staple itself. With this, and a wise system of afforestation to replace the timber felled (not always with much judgment) during the war, its introduction might turn out to be as beneficial to the country as Sir Walter Raleigh's gift of the potato.

F. L.



MACHINE-GUN TRAINING FOR AMERICAN AVIATORS: LEARNING TO SIGHT.



"TARGETS" FOR TRAINING AMERICAN AVIATORS IN MACHINE-GUN SIGHTING: MINIATURE AEROPLANES.

At the U.S. Marine Aviation Field at Miami, Fla., expert riflemen are taught to sight aerial machine-guns. To make the sighting realistic, miniature aeroplanes, just the size an enemy machine would appear in a long-distance air-fight, are used as targets.

Photographs by Newspaper Illustrations.

cocoanut. The seeds also yield a clear and tasteless oil, indistinguishable save by a highly educated palate from that of the olive; and, according to Winwood Reade, most of the oil used for the dressing of salads in the Parisian restaurants of his time had no other source.

The fattening properties of this bean are beyond dispute. One-and-a-half kilós—or say three

THE CAPTURE OF MEURCY FARM: A FINE EXPLOIT BY AMERICAN TROOPS ON THE OURCQ.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



AMERICAN TROOPS IN ACTION ON THE OURCQ FRONT: THE ATTACK ON MEURCY FARM, NEAR FÈRE-EN-TARDENOIS, LEADING UP TO THE CAPTURE OF SERINGES.

"Shortly after the fifth recapture of Sergy," writes a Reuter correspondent, "American troops to the left of it, who had forced the passage of the Ourcq the night before, advanced up the narrow valley which divides the hill behind Fère and that behind Sergy, and succeeded, after a hand-to-hand fight, in which the bayonet and butt almost alone were used, in taking Meurcy Farm, which lies about a mile up the valley. This was a preliminary to the attack on Seringes, since from the farm it is possible to outflank the Seringes defences and to approach them up a less steep curve of the hill, which is some 600 ft. high." In

the drawing the farm is seen in the left centre. Beyond it are German shells bursting. On the left are the Forest of Nesle and the road to Seringes, with American troops advancing through crops. Across the centre and right is the road from Sergy, with troops waiting to attack. Others in the foreground are crossing a small wooden bridge over the Ourcq, carrying bandoliers of spare cartridges. In the right background are German positions under shell-fire. In the air, seen above the farm and the trees, is a German aeroplane.—[Drawing Copyrighted in the United States and Canada.]

THE UNITED STATES AT WAR.

VI.—HENRY FORD, QUANTITY MANUFACTURER OF WAR.

* By Edward Marshall.

NOT long ago thousands spoke of him with sneers as "Henry Ford the Pacifist." It is rumoured, but not sure, that he is to be one of Michigan's United States Senators, by the especial request of President Wilson. Had anyone suggested this when the Great War was in its second year, the United States and the Allies would have been depressed by the sad thought that just one more foe of intervention was to have a powerful place in the United States. Now everyone understands that Henry Ford in the United States

Senate would mean more war, cheaper war, quicker war, and more efficient war. When his country became belligerent Henry Ford (as they say in the United States) went to war with a capital "W." It is an extraordinary fact that this man, who not so very long ago paid for and accompanied what was dubbed "The Peace Ark," is to-day the unofficial

death of industry! Hence the quantity production of standardised Ford cars which has become one of the world's wonders.

Well, now he has applied this highly developed genius to the quantity production, at low cost, of instruments of war. So Henry Ford, the "pacifist," has become a quantity manufacturer of war. He is Germany's greatest individual enemy. Why?

First of all, his cars are of immense importance in the conduct of nearly all hostilities except the German. Every Ford car that the British, French, Italian, Belgian, or American Governments can get they are employing for war purposes. They can get more than they can of those of any other maker.

Further, war has led him to abandon for the time the "one product" tenet of his economic Ten Commandments. Next in importance to his manufacture of cars probably comes his manufacture of aeroplane motors. The Ford factory (without decreasing its output of cars) is making all the cylinders for America's national production of these motors. That it can all be done by one factory indicates a small aerial effort for America, you say? Does it? *The Ford Factory makes eighteen hundred of these cylinders a day. If anything, this figure is an under-estimate. You and I don't know how many cylinders are used in each machine. But eighteen hundred cylinders per day means one hundred and eight thousand cylinders per week.* And, in addition to this immense manufacture of cylinders, the Ford factory (the factory of this man who so years for world-peace that he is willing to fight for it) is making all the other parts of many Liberty motors every day.

Great as the American Army soon will be, long ere it has reached its final strength Ford will have made a surplus of steel helmets. Then he will turn to something else that portion of his energy which now he gives to them. He cut the cost of aeroplane cylinders from about £3 19s. to about £1 13s., improving quality meanwhile.

His great effort is the manufacture of the "Eagle" boats, of which I have already said something in this paper. Compared to anything else the world has ever known in shipbuilding, it must seem incredible. These 200-foot U-boat destroyers slip down the ways at present with extraordinary frequency, and within a few short weeks will automatically launch themselves one every day, and one every day will begin to thread their way through the Great Lakes and the St. Lawrence River to the Atlantic Ocean, and so into the war zone, or by a far quicker route through the great new ship canal which now supplants the old, comparatively small Erie Canal, going direct to New York City for the beginning of their ocean voyage. They will be armed, munitioned, manned before they reach the seaport—in perfect order to fight submarines, or to descend in swarms on German small craft, if German small craft ever again really threaten the Allies.

In the meantime, Mr. Ford is manufacturing something else—of non-material, but not immaterial, nature in America. The fact that he was known as pacifistic is of great importance when considered in connection with the fact that he is now the greatest individual manufacturer of materials of war ever known in all the world. He has become so celebrated as the best friend the workman ever



"GERMANY'S GREATEST INDIVIDUAL ENEMY": MR. HENRY FORD, THE FIGHTING PACIFIST.

civilian who is more important to the conduct of the war than any other in the world. One cannot compare his war services with those of a great General or a great Admiral or a great law-maker, because the services of such men usually are intangible; they may be great, they may be valueless—they never can be estimated exactly. Henry Ford's can be. They are visible on the sea in the presence of the "Eagle" boats, which have begun to leave Detroit in a steady, never-ceasing little naval parade, which will keep in line from mid-America to the European war zone as long as may be necessary. They are visible in "baby" tanks—about which too much must not be said at present, but which soon will begin to infest the battlefields. You have seen ants over-run a yard or two of garden soil. Give Ford orders so to do, and he can send these little tanks like ants.

Some months ago I asked him to define his attitude towards the war, and he cabled to me promptly: "I am a pacifist so earnest for peace that I am fighting for it to the limit of my mental and physical and financial capacity. . . . We stand with our heroic Allies." And then came the words, which the cable indicated were to be printed in italics, and which formed the heart of his personal message to the people of the Allies: "*Hold the fort, for we are coming!*"

I have said that he is more important to the war than any other unofficial civilian. Why? Because he is the patron saint of quantity construction, as Germany has proved herself to be the patron fiend of quantity destruction. I chance to be very familiar with this man's beginnings. That which has made him a power has been a thought which came to him when he was still a boy. Tersely expressed, it was: "If I make one needed thing in the best way, on the largest scale, selling for the lowest price, I shall have the largest business." He knew that there are many articles of which humanity needs many of the same sort and size. He knew that a man or a machine could repeat the same process over and over again with a speed and an efficiency greater than any they could achieve if continually called upon for variations of their task. "Variety may be the spice of life," he once said to me, "but it is the



THE KING AND THE UNITED STATES TROOPS ON THE WESTERN FRONT: HIS MAJESTY DECORATING AMERICAN SOLDIERS FOR GALLANTRY DURING THE OFFENSIVE.—[Official Photograph.]

I have mentioned the "one thing, best quality, lowest price, largest quantity" business gospel of Mr. Ford. But now, when world emergency arises, he is violating this dearest of his texts. He is making many things. In order to help out a firm which found itself unable to meet its contracts for the manufacture of steel helmets, he took its contract over. It had hoped to manufacture at about fifteenpence, but it had failed. Ford duplicates its article at fourpence-halfpenny. Of these helmets he makes fifty thousand daily.

had in the United States that a strike in a Ford factory is inconceivable; he pays the highest wages that the world has ever known; he works his men short hours; his factory makes new men of old almost as rapidly as it makes motor-cars, steel helmets, little tanks, aeroplane engines, "Eagle" boats. All this means influence. His whole influence is now directed toward the winning of the war. And thus he has become also a "quantity manufacturer" of that most valuable of all munitions—*moral*.

FERRO-CONCRETE SHIP-BUILDING ON THE THAMES: A NEW ENTERPRISE

PHOTOGRAPHS BY COURTESY OF MESSRS. CHRISTIANI AND NIELSEN.



ON A SITE WHICH WAS WASTE LAND SIX MONTHS BEFORE: FIVE BIG CONCRETE BARGES UNDER CONSTRUCTION AT A THAMES YARD.



OF LARGE DIMENSIONS: THE STERN OF ONE OF THE FIVE CONCRETE VESSELS BUILDING ON THE THAMES. SHOWING THE MOULD IN WHICH IT IS CAST.

The importance of concrete shipbuilding is very great, owing to the need of more tonnage, the drain on timber and metal for other purposes, and the shortage of skilled labour, which is little required for concrete work. Explaining the cheapness, rapidity, and other advantages of using reinforced concrete for ship-construction, Mr. R. N. Stroyer, M.I.C.E., writes: "Any waterside locality where gravel and cement are close at hand is suitable. . . . The Thames, with its cement factories alongside and its own gravel beds, would appear to be an ideal river for this purpose. . . . The vessels building in this particular yard

are being constructed under the writer's patented system, according to which the sides of the vessel are cast lying down and subsequently raised up in position when hardened. . . . The whole laying-out of the yard, which in this case takes the shape of a Dry Dock, will have taken six months only from the date when the site was a piece of waste land. The first five vessels have been building while the yard work is being executed, and they will be ready for launching at the same moment the yard is completed. Subsequent vessels will be turned out at the rate of one a fortnight."

NEW NOVELS.

"The Man Who Lost Himself."

Mr. H. de Vere Stacpoole, leaving tropical skies and blue waters, has written a thoroughly enjoyable extravaganza of adventure in England. The beauty of it is that though you may chuckle over it as a humorous

under a natural misapprehension on the part of the alienists who consign him to the house of bondage. If you or I were immersed in similar circumstances, how should we be able to re-establish the fact of our sanity? Should we do as Victor Jones did? We recommend everybody to read "The Man Who Lost Himself" and see if they can suggest improvement on Mr. de Vere Stacpoole's plot. For our part, we can certify it to be one of the most ingenious, as well as one of the most entertaining, romances it has been our fortune to come across lately.

"Wolf Breed." Lovely women, lone forests of the North West, primitive men, and the lure of gold, are the ingredients of "Wolf Breed" (Melrose). The mixture can be served hot in a thousand ways, and Mr. Jackson Gregory understands how to give an individual spice to the dish. His men fight, with snapping revolvers and cracking muscles; his women fall in love deeply and tenderly, as women should. They intrigue in the light of the blazing logs while the Northern winter rears its icy ramparts about them, and when the spring comes they ride out into the wilderness, on the track of

long-lost golden fortune. Hypercritical readers may cavil at the melodrama in "Wolf Breed"; but even they will admit that melodrama goes very well in a land so remote from cities and the humdrum routine of townsmen. We may never push through the forest ourselves, under the snow-capped peaks of giant ranges; but we can forget the present hour and its burdens very pleasantly by following Mr. Gregory's imagination along the trail of high adventure. His characters are of half-a-dozen nationalities—Canadian, French, Mexican, half-breed, Southerner; and they are neatly labelled each with the tag of his race. The most picturesque of the bunch is Kamon Garcia, who sweeps his hat

low with the courtly grace of old Spain, and sings, riding away from his lost love into the cañon—"Dios! It is sweet to be young . . . and to love!"

"The Sorcerer." Psychical intercourse, the wordless communication of mind to mind, has caught the attention of Mr. Gregory Saben, and inspired him to write "The Sorcerer" (Richmond). He has taken the instance of a strong personality which can, and does, impress its will—in this case, malignly—upon the spirits of others. The obvious plot shapes itself when Dene, the "sorcerer," compels the dematerialised form of Evelyn March, the girl whom he desires, to attend him at his command. "He stretched out eager arms to clasp the fragile form; but then his power failed him. Evelyn's spirit he could summon, but her corporal form . . . that he could not command." The extract is explanatory of Mr. Saben's invention, and indicative of his literary style, which is, it may be said, distinctly high-flown rather than flexible. There is too much of Castledene's lofty hall, of pallid brows, and frightful screams to suit the present day; and



HOW IT IS DONE: TANK AND INFANTRY MANŒUVRES ON THE WESTERN FRONT.

This photograph was taken during the King's recent visit. His Majesty is seen on the left, with arm raised.—[Official Photograph.]

absurdity, which it is, you will find it hard to say where impossibility comes in—granted, of course, that there may be two men as alike as a pair of peas, and Mr. Stacpoole guards himself there by citing the Tichborne case. If Arthur Orton, fat, illiterate, vulgar, could deceive the mother of Sir Roger Tichborne into believing him to be her son, what might not happen to those Dromios the Earl of Rochester and Victor Jones of Philadelphia? Even their voices are alike, though not, we may suppose, their tricks of speech. Built on this promising foundation, and told with snap and vigour, "The Man Who Lost Himself" (Hutchinson) stands out among the light novels of the year. It is all good, sparkling stuff, with the blessed ease of the craftsman in the manner of its telling. It introduces, among other things, a situation that has probably been discussed by a good many people with uneasy feelings—the position of a sane man who is certified to be a lunatic



THE BRITISH ATTACK ON THE SOMME: THE FIRST OF FOUR GERMAN COMING OUT OF A CELLAR TO SURRENDER AFTER THE FIRST BRITISH WAVES OF ATTACK HAD PASSED.—[Official Photograph.]

in spite of the pseudo-scientific jargon of Mr. Saben's sorcerer and his circle, the novel belongs rather to the age of Mrs. Radcliffe than to the twentieth century.



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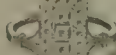
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French Op.

WHITE (Mr. H.) BLACK (Mr. S.)
 1. P to Q B 4th P to Q B 4th
 An unusual defence, but capable of transposing the opening into that of the Queen's Gambit Declined.
 2. Kt to Q B 3rd Kt to Q B 3rd
 3. P to K 3rd P to K 3rd
 4. P to Q 4th Kt to B 3rd
 P to Q 4th would now have three moves, and is a better move than that of the text.
 5. B 4th Kt to Kt 3rd
 6. P to K 2nd P to Q 3rd
 Use of P to K 2nd is dual.
 White the French of Black evidently overlooked the French is shortly headed.

17. P takes P P takes P
 18. P to K 4th Q to B 2nd
 19. P to K 5th Kt to Q 2nd
 20. P to K 6th P takes P
 21. Kt to Kt 3rd Q to Kt 1
 22. Q to R 4th (ch) Kt to Q 2nd
 23. Kt takes P Q takes P
 24. Kt to B 7 (ch) K to Q 3rd
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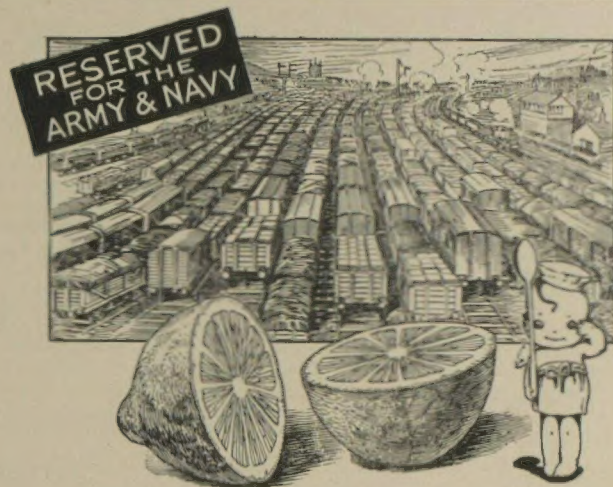
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FREEMANS GLASS LEMON

has all the "bite" and refreshing qualities of the fresh lemon, for it is prepared solely from the finest Messina lemons and cane sugar, reduced to a highly concentrated powder. No sugar to add, no water to boil.

Everyone will be glad to know that our fighting men can get their full share of this delicious lemonade, and in order to meet their demands, it will be impossible, for the present, to release supplies of Glass Lemon for the general public. Soldiers and Sailors should ask their Mess Sergeant for this excellent thirst quencher. Obtainable in all Army, Navy and Y.M.C.A. Canteens.

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BRITISH MAKE

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Stocked by all Drapers, Bootmakers, and Outfitters.
Manufacturers: Faire Bros & Co., Ltd., Leicester.

TELEGRAPHY, AERONAUTICS, AND WAR.

THIS has been called a war of machinery. To a great extent it is so, though the final decision rests with the flat-footed infantryman standing pat on enemy territory. Yet, of all our machinery nearly all has been antedated in pre-automobile days. Artillery is only an improvement on ballistae, and Tanks are merely self-driven war-chariots. In two branches only do we show a clear departure from our ancestors' ways; and in both the air is concerned. These two branches are wireless telegraphy and aviation.

Wireless telegraphy is the natural descendant of cable telegraphy, and cable telegraphy itself is the development of the old semaphore, flag-wagging, and older systems, right back to aboriginal smoke-signals. In our new war "wireless" and aircraft combined carry on the direct connection with the older and oldest machinery of war. It is peculiarly fitting, therefore, that one who has been so closely concerned with the great developments

of telegraphy as Mr. Charles Bright, F.R.S.E., M.Inst.C.E., F.A.E.S., M.I.E.E., F.I.Rad.E., should have also concerned himself closely from its earliest days with the developments of aeronautics, and it is fortunate indeed that Mr. Bright should have found time in these strenuous days to assemble in one volume his view on the allied subjects of telegraphs, aviation, and warfare. This Mr. Bright has done under the title, "Telegraphy, Aeronautics, and War" (Constable and Co.).

Mr. Bright's father was knighted at the age of twenty-six for his brilliant work in laying the first Atlantic cable, so Mr. Bright's interest in telegraphy is clearly hereditary. Also the originality and independence of mind which prompted the father to perform such an unprecedented piece of work shows up in the son's strongly expressed disagreement with things as they are, and his still stronger advocacy of things as they ought to be. Strictly technical as are the subjects of this book, Mr. Bright has not treated them technically, but for the benefit of the ordinarily intelligent and decently educated reader.

He deals with the strategic importance of Inter-Imperial Telegraphy, telegraphs in war time, the operations of the Censorship, and finally suggests an Imperial Board of Control for our cable system. On aeronautical development he is very interesting, both when he refers to our past imbecilities—as when, in 1907, their Lordships of the Admiralty stated in writing that they were of the opinion that aeroplanes "would not be of any practical use to the Naval Service"—and when he lays down the paths of future development.

One is glad to see that Mr. Bright has included his recommendations which were published as an appendix to the Final Report of the Air Inquiry Committee of 1916. Read in the light of what is being done to-day in the Air Force, they entitle Mr. Bright to be ranked also among the prophets. The keynote of the book is the exposure of our past mistakes, and the logical course to be pursued for the avoidance of future mistakes. One hopes that the book will be studied by all who desire that such mistakes shall be avoided.

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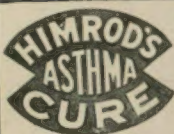
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Invalids Enjoy

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is digested and absorbed, makes it most welcome to patients, and it ranks highest among nutritive foods.

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and WOUNDS

A Ward Sister-in-Charge at a Military Hospital writes as follows:

To the "Sanitas" Co. May 27th, 1918.

Gentlemen,—I have much pleasure in writing this letter to bear testimony to the wonderful properties of "Sanitas." I have been using the solution for dressing one of the most difficult, obstinate, and dirty surgical wounds I have come across in my nearly four years of Military Nursing.

"The area affected is an open amputation through the thigh, to which has been applied gauze soaked in the solution 1 in 3 and changed 4 hourly. At the end of 24 hours, the wound, which had hitherto not responded to other treatment with various lotions, and had been covered with adherent sloughs and looked quite bloodless and lifeless, showed signs of living tissues through the loosening sloughs.

"The patient—an Officer—felt soothed after each application, and looked forward to the changing of the dressing instead of dreading the freshly irritating sensations hitherto produced by each treatment.

"From that day the wound cleaned up rapidly, the temperature, which had been persistently high, came gradually down, the whole general condition of the patient improved, and he is now in a stage of Convalescence, which I am sure he owes to a constant and regular use of your most valuable disinfectant.

"You may use this letter as you like, for I am quite sure that the efficacy of 'Sanitas,' at a time when the skill and art of drugs and their application are so important for the welfare and future of the British soldier, cannot be over-estimated."

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TINT

FOR GREY OR FADED HAIR.

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Hindes Ltd., Patentees and Manufacturers of Hindes Hair Waves, 1, Tabernacle Street, City, London.

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WITHOUT THE USE OF SOAP, WATER OR RAZOR.

Put a Tube in your Kit Bag

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Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

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and good will from the Executive of the late A. R. Lloyd.

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Not every little fish in an oblong tin is a sardine. Try the rich, delicious

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real southern sardines, and you will know you have found something supremely good.

If you can write a good Limerick on the excellent qualities of "Flapper" Sardines, post it, with your own and your registered address, to the "Flapper" Sardine Co., 21, Stanley Street, Liverpool, who will send post free to every author of a Limerick accepted by the "Flapper" Sardine Co., a nice trial tin of "Flapper" Sardines. The decision of the "Flapper" Sardine Co. must be taken as final in any question arising in this competition.



It's a comforting thought, in a way, that the "Flappers" you've eaten to-day have left lots of relations for our future rations—There's millions more coming. Hurry!

THE INDUSTRIAL AWAKENING.

A New Conception of Captaincy.

From the commencement of the industrial era many captains of industry have had a somewhat limited vision of what constitutes permanent prosperity, and the wheels of commercial evolution turn so slowly that only a few business men realise that Britain's producing powers are in direct relation to the health, happiness, and active co-operation of the workers.

Enlightened employers now realise that through efficient organisation labour can be led—not driven; guided—not coerced; encouraged—not disheartened; and wise leaders who are sufficiently strong to take their workers into their confidence on the matters which affect the whole business find a ready response. It has been proved that in the proper performance of duty there can be no drudgery.

Quite a remarkable instance of mutual co-operation and the phenomenal progress that follows was recently exemplified in the midsummer mass meeting of the Watford Manufacturing Company, Limited, at which the announcement that Lord Leverhulme had taken a large financial and personal interest in the company was officially conveyed to the employees, numbering upwards of a thousand. Lord Leverhulme had been attracted, not by the prospect of financial gain alone, but by the personality of Mr. G. Havinden, the managing director of the Watford Manufacturing Co., Ltd., whose inspiration infused a soul into the cold and machine-like methods so often permeating large industrial concerns.

By government through committees and the introduction of a works council, the business was democratised, the whole staff sharing in its management. Education and recreation of mind and body, and all that makes for social enlightenment and good citizenship, is encouraged.

It is because the industrial army at Delectaland responds so generously to Mr. Havinden's leadership that they reap the reward of their labours, and the public throughout the world benefits by the progress obtained, which is reflected in the ever-increasing popularity of Delecta Chocolate, Boisseliers Bon-bons, Vi-Cocoa, and Freemans Custard, Glass Lemon, Turtlekon, and other food products.

All the interesting phases of this new conception of true captaincy and its development, promoting Britain's supremacy in the world of commerce, are dealt with month by month in the Delecta Magazine, which should be read by all concerned with commercial reconstruction.



WHEN you are tired a cup of VI-COCOA is the ideal pick-me-up. Try a cup to-day and see how good it is. "It's so digestible." THE FOOD BEVERAGE.

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Made in Delecta and

IRISH LINEN

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TABLE DAMASK

TABLE DAMASK has risen in price. Owing to manufacturing it in our own looms, we held large stocks of yarn cloth in various processes of work, so that now we are able to sell many of our specialities at prices below the present war level. It is, therefore, economy to buy from us.

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Burberry Weatherproof

is an unrivalled safeguard for all Services in every War zone.



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The Tielocken.

MILITARY, Naval and Air Officers thoroughly appreciate the great benefits conferred by The TIELOCKEN in protecting them against the bad weather conditions, to which their duties expose them so ruthlessly.

DOUBLY covering vulnerable areas, it affords an efficient shield against wet or chill in a form that maintains every Service tradition.

BURBERRY materials, unlike rubber-proofs or oiled-silk, are perfectly self-ventilating and hygienic under all temperatures.

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in the individual depend upon the maintenance of subtle sources of vitality which must daily be replenished and rebuilt. Every output of energy, every persistent effort, exhausts part of the reserves stored in the body to meet the daily demands, and unless these reserves are quickly replenished the demands of the next day overtake the supply, and loss of efficiency results.



Wherever the nerves or tissues are underfed, or the strength is flagging, 'BYNOGEN' is a valuable and agreeable food.

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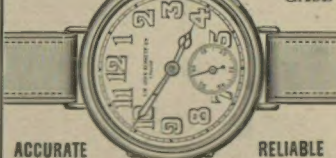
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THE CHRONICLE OF THE CAR.

Petrol Concessions. In granting a concession to motor-cycling munition-workers to use petrol for the purpose of getting to their holiday destinations, the Petrol Controller has let himself in for a good deal of criticism. The Automobile Association, as soon as the fact of the concession was made known, approached him with a request for a similar relaxation of the Motor Spirit and Gas Restriction Order in favour of all motorists. Needless to say, the Controller regretted to say he could not see his way to make any more exceptions, and the A.A. retired as gracefully as possible. I am not briefed for the munition-worker more than for any other class of the motoring community, but I am really not disposed to find fault with the motive for conceding him the use of his machine for the special purpose of proceeding to a holiday destination. The concession was granted after full consideration of all the circumstances; and what appears to have weighed with the Controller is the fact that very many munition-workers are employed at long distances from home, and to allow them to motor to the latter is materially to relieve the railways, which are very heavily congested with holiday traffic at this time of the year. Moreover, it is to be observed that the concession was absolutely limited to the use of motor-cycles, so that the amount of petrol likely to be consumed was very small, and quite worth while in view of the saving in railway transport. There was not, I am convinced, any question of favouring one class at the expense of another; the decision to make an exception was arrived at on its merits alone.

At the same time, the A.A. was perfectly justified in raising the question with the Petrol Controller, because of the danger there must always be of an extension of such concessions to other classes of motorists. It is as well to have it on record that the opinion of our representative bodies is that they should be general, or not be granted at all. In principle, they should not be so granted, and a very strong case should be made out for any exception—as, indeed, was presented for the concession already made.



MISS ELSIE JANIS'S CONCERT TO THE WOUNDED: A CROSSLEY CAR-FULL OF THE ENTERTAINMENT PARTY. Miss Elsie Janis has been entertaining wounded soldiers at London Colney Hospital, near St. Albans, the concert being arranged by the American Y.M.C.A. Our photograph shows the entertainers on their way.



IN THE RAJAHS' COUNTRY: A SHOOTING PARTY.

Our photograph shows a cheery shooting party in Udaipur, enjoying a day's sport with the aid of a compact 16-20-h.p. Wolseley car.

Petrol for Disabled Soldiers. allowing discharged

Apropos this question of relaxation of the Restriction Order, I see that Colonel Greig has raised the matter of officers and soldiers who are disabled

to use a certain amount of petrol for business and recreative purposes. He has been told that it is impossible that the regulations can be relaxed in their favour: the difficulties connected with the importation of motor spirit are far too great to allow of such a concession. I must say that if anything would make me critical of the Petrol Controller's action in allowing munition-makers to use petrol for holiday-making, it would be this. It is a fact that a great many people have far less claim to the use of their cars than those who have been disabled in fighting for their country. For example, I was told the other day by an acquaintance that he drove up to town daily from his home in a distant suburb—from which there is a ten-minute service of trains. Enquiring how it was done, he told me he was on "war-work," and that his car had always to be at an hour's call to proceed on duty, which meant that he must always have it with him. He was never called, he said, more than twice a week—sometimes not at all—and then the duty seldom required more than an hour or two. In return for this very scanty service, he had the unlimited use of his car and practically as much petrol as he cared to pay for. That is only one of the ways in which the restrictions are evaded. And yet we have no petrol to spare for our disabled men!

Marking the Country of Origin. The Society of Motor Manufacturers has passed a resolution to the effect that it is desirable that all imported manufactured, or partially manufactured, goods should be clearly marked to denote their country of origin. No doubt we shall, after the war, be in a position to make a great many components and accessories that we were compelled to import aforetime, and if the resolution should lead to a tightening up of the Merchandise Marks Act, it will be rather a good thing for the British motor industry. What would have happened before had had to be marked in this way is another matter. I fancy that certain "British" cars would have been hard put to it to maintain their reputation as the native product. W. W.

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The only Rational Laxative.

Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

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Constipation
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Recommended by the Medical Profession in England and Abroad.

Medical Opinion:

"It is only necessary to take from one to three tablets of Jubol every night for a few weeks, in order to be free from constipation. Jubol is a priceless boon to sufferers from haemorrhoids."

PROF. PAUL SUARD,

Late of the French Naval Medical College and of the Hospitals.

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URODONAL

RHEUMATISM AND SEA AIR

Is it advisable for rheumatic subjects to go to the seaside? It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same privileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains.

Precautions must, of course, be taken, and the best way of preventing attacks of rheumatism at the seaside or anywhere else is to neutralise the drawbacks caused by humidity and the risks of over-eating or other imprudences. The only thing to do is, therefore, to combat the over-production of uric acid by dissolving and eliminating it as fast as it is formed. Nothing can be easier than to do this with the help of URODONAL, which "dissolves uric acid as easily as hot water dissolves sugar." This auxiliary and harmless precaution is moreover necessary not only at the seaside, but should be adopted almost anywhere at this time of the year, when change of air, exposure, and outdoor life tend to stir up the blood.

DR. DAURIAN.

Paris Medical Faculty.

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